

2023 CDOT Application Guidance Glossary

Definition of Common Terms

Acquisition vehicle: For the purpose of the Settlement Program, the specific zero-emission bus(es) identified to replace the qualifying vehicle(s) of like size, capacity, and class. This definition includes only battery electric buses, hydrogen fuel cell-powered buses, and compressed natural gas (CNG) buses that are fueled using Renewable Natural Gas (RNG).

Agreement (Contract): The written agreement between the State of Colorado through the Department of Transportation and the subrecipient (award applicant) setting forth the obligations of the parties for the grant award funding received, performance of work, basis of payment, and federal and state associated legal requirements.

Capital Transit Asset: Rolling stock, facility, infrastructure, or equipment with a useful life of at least one year, and which is eligible for capital assistance.

Colorado Beneficiary Mitigation Plan (BMP): The State of Colorado's Beneficiary Mitigation Plan summarizes how Colorado plans to use funds in the Volkswagen Diesel Emissions Settlement Trust (Trust), of which the State of Colorado was designated an eligible beneficiary, including certain categories of eligible mitigation actions determined appropriate to achieve the goals of the Trust. For this Super Call, this definition refers to the 2019 BMP.

Coordinated Public Transit-Human Service Transportation Plan (Coordinated Plan): A locally developed, coordinated transportation plan that identifies the transportation needs of individuals with disabilities, seniors, and people with low incomes, provides strategies for meeting those needs, and prioritizes transportation services for funding and implementation.

Closed Door Service: Transit service that is limited to a particular clientele, such as the participants in a particular program or the residents of a particular facility, as opposed to being offered to the public at large or to any senior or person with a disability.

Equivalent Vehicle: For the purpose of the Settlement program, a diesel-fueled bus of like size, capacity, and class to the qualifying vehicle identified for replacement, the cost of which is used to calculate the incremental cost.

Expansion Vehicle: Rolling stock acquired to add to the agency's existing revenue service fleet, where the acquired rolling stock expands the agency's fleet and/or service.

Incremental Cost: The difference between the cost of a zero-emission vehicle and an equivalent vehicle not powered by an alternative fuel of like size, capacity, and class -- as related to the incentive formula defined in the BMP.

Intelligent Transportation Systems (ITS): ITS refers to the use of electronics, communications, or information processing as a single component or in combination to improve efficiency or safety of a transit or highway system.

Large Urbanized Area (Large UZA): Census-designated area with a population over 200,000.

Metropolitan Planning Organization (MPO): The policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas (UZAs) with populations over 50,000, as determined by the U.S. Census

Minimum Useful Life (MUL): The minimum number of years or miles transit vehicles must be in service before they can be retired, determined by years or miles accumulated in active revenue service. This point assumes that most vehicles still have additional years of useful and cost-effective services but that most of the asset's value has been consumed.

Net Operating expenses: Net operating expenses are those expenses that remain after the provider subtracts operation revenues from eligible operation expenses. Farebox revenue is the one of the most common operating revenues.

Open Door Public Transportation: Services that are open to any member of the public, in the case of public transportation programs, as opposed to services that are limited to a particular sub-group of the general population.

Open Door Specialized Transportation: Service available to any senior or person with a disability in need and not limited to a particular clientele or facility.

Operating expenses: Operating expenses are those costs necessary to operate and maintain a public transportation system. Operating expenses usually include such costs as salaries, benefits, fuel, and items having a useful life of less than one year.

Preventive maintenance: Preventive maintenance means all maintenance costs related to vehicles and non-vehicles. Specifically, preventive maintenance includes all the activities, supplies, materials, labor, services, and associated costs required to preserve or extend the functionality and serviceability of the asset in a cost-effective manner, up to and including the current state of art for maintaining such an asset. Preventive maintenance can include any equipment that performs a protective measure to protect the health and safety of drivers and passengers.

Qualifying Vehicle: The specific diesel-fueled bus(es) identified for replacement using Settlement Program funds, which is drivable and has been registered, insured, and operated in Colorado for the previous two (2) years (from the date of application). Operated means three (3) or more preventative maintenance cycles OR 15,000 or more transit revenue service miles OR 1,250 or more transit revenue service hours amassed during the previous two (2) years.

Replacement vehicle: Rolling stock acquired to replace existing rolling stock, where the existing rolling stock is replaced and removed from the agency's revenue service fleet or is converted to a spare vehicle.

Revenue service vehicle: Rolling stock used in the provision of transit service to passengers.

Rolling Stock: Buses, cutaways, vans, minivans, train cars, SUVs, automobiles, trucks, or other passenger vehicles.

Rural Area (also called non-urbanized area): Census-designated area with a population under 50,000.

Settlement Program: CDOT's Settlement Transit Bus Replacement Program for zero-emission vehicles, as defined in the BMP.

Small Urbanized Area (Small UZA or Small Urban): Census-designated area with a population between 50,000 and 200,000 (e.g., agencies in Boulder, Lafayette-Louisville-Erie, Longmont, Pueblo, Greeley, and Grand Junction)

Spare Vehicle: A rolling stock vehicle that is not normally used in regular revenue service, but, rather, is used as a backup vehicle for those instances when full time vehicles must be removed from regular revenue service for repairs or servicing.

Special considerations: For applications for replacement vehicles, a request for special considerations can be made to retire a vehicle early (i.e., when a vehicle has not accumulated the minimum years or miles in active revenue service for that particular vehicle type). Special considerations of this type include unexpected declines in vehicle condition, high maintenance costs, damage beyond repair, operating conditions, ZEV fleet transition plan, or other relevant factors indicating a need for replacement before MUL has been met.

Specialized Transportation Services: Services specifically designed to meet the transportation needs of seniors, persons with disabilities, veterans, low-income persons, or others with special needs.

Statement of Work: Also may be referred to as a Scope of Work. The Statement of Work is the formal term for the description of the project that is awarded to the applicant. The Statement of Work is formally negotiated and placed in an agreement for signature between CDOT and the applicant for use of the awarded grant funds.

Statewide Transportation Improvement Program (STIP): Each state is required under 49 U.S.C. 5304(g) to develop a STIP covering a period of at least four years. The STIP is a staged, multi-year, statewide intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, transportation improvement programs (TIPs), and planning processes. The STIP must be developed in cooperation with the MPOs, public transit providers, and any Regional Transportation Planning Organizations (RTPO) in the state, and must be compatible with the TIPs for the state's metropolitan areas.

Subrecipient (grantee): A legal entity applicant that is awarded funds through CDOT and receives a grant award funding agreement for completion of the project applied for and awarded.

Support Vehicle (Non-Revenue Service Vehicle): A vehicle operated by a transit agency for a purpose other than passenger revenue services (open for general public usage), such as a maintenance response truck.

Transportation Improvement Program (TIP): A list of upcoming transportation projects developed by each MPO—covering a period of at least four years. The TIP must be developed in cooperation with the state and public transit providers. The TIP should include capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements, Federal Lands Highway projects, and safety projects included in the State's Strategic Highway Safety Plan.

Transportation Development Credits (Toll Credits): Transportation Development Credits (TDCs) can be used to fulfill the federal matching fund requirements associated with the use of federal highway and transit reimbursements for eligible capital, operating and planning activities (23 U.S.C. 120). By fulfilling the requirement for the non-federal share of a federally funded transportation project, TDCs allow federal funding to potentially reimburse up to 100 percent of the eligible project cost. Toll Credits are not funds, but a funding tool to meet federal funds local match requirements. A federal project using Toll Credits still needs to find funds to cover the total project cost. States are awarded and accrue these credits through the Federal Highway Administration (FHWA) based on the amount of capital investments made in federally approved toll facilities such as toll roads and tolled bridges.

Unified Planning Work Program (UPWP): An annual or biennial statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds. MPOs are required to develop UPWPs to govern work programs for the expenditure of FHWA and FTA planning funds.

Vehicle or Rolling Stock Overhaul: Systematic replacement or upgrade of systems whose useful life is less than the useful life of the entire vehicle. Overhaul is an eligible capital expense and is performed as a planned preventive maintenance activity. Overhaul is intended to enable the rolling stock to perform to the end of the original useful life. Overhaul does not extend the useful life of rolling stock. For rolling stock to be overhauled, it must have accumulated at least 40 percent of its useful life.

Zero-Emission rolling stock: For the purpose of the Settlement Program and the Zero-Emission Vehicle Transition Planning funds, this includes vehicles fueled by electric battery, hydrogen fuel cell, and CNG from renewable sources, i.e., RNG.

Zero-Emission Vehicle (ZEV): A vehicle that produces no *tailpipe* emissions, such as a battery-electric vehicle or hydrogen fuel cell vehicle. For the purposes of the Settlement Program, CNG vehicles fueled exclusively with RNG are also classified as ZEVs since they are effectively emissions-neutral.